[0022] In a further embodiment of any of the foregoing engines, the first turbine section has between about 3 and 6 stages.

[0023] In a further embodiment of any of the foregoing engines, a pressure ratio across the first turbine section is greater than about 5:1.

[0024] In a further embodiment of any of the foregoing engines, includes a power density greater than about 1.5 lbf/in^3 and less than or equal to about 5.5 lbf/in^3.

[0025] In a further embodiment of any of the foregoing engines, the second turbine includes at least two stages and performs at a first pressure ratio. The fan drive turbine includes more than two stages and performs at a second pressure ratio less than the first pressure ratio.

[0026] Although the different examples have the specific components shown in the illustrations, embodiments of this disclosure are not limited to those particular combinations. It is possible to use some of the components or features from one of the examples in combination with features or components from another one of the examples.

[0027] These and other features disclosed herein can be best understood from the following specification and drawings, the following of which is a brief description.

BRIEF DESCRIPTION OF THE DRAWINGS

[0028] FIG. **1** is a schematic view of an example gas turbine engine.

[0029] FIG. **2** is a schematic view indicating relative rotation between sections of an example gas turbine engine.

[0030] FIG. **3** is another schematic view indicating relative rotation between sections of an example gas turbine engine.

[0031] FIG. **4** is another schematic view indicating relative rotation between sections of an example gas turbine engine.

[0032] FIG. **5** is another a schematic view indicating relative rotation between sections of an example gas turbine engine.

[0033] FIG. **6** is a schematic view of a bearing configuration supporting rotation of example high and low spools of the example gas turbine engine.

[0034] FIG. **7** is another schematic view of a bearing configuration supporting rotation of example high and low spools of the example gas turbine engine.

[0035] FIG. **8**A is another schematic view of a bearing configuration supporting rotation of example high and low spools of the example gas turbine engine.

[0036] FIG. **8**B is an enlarged view of the example bearing configuration shown in FIG. **8**A.

[0037] FIG. **9** is another schematic view of a bearing configuration supporting rotation of example high and low spools of the example gas turbine engine.

[0038] FIG. **10** is a schematic view of an example compact turbine section.

[0039] FIG. **11** is a schematic cross-section of example stages for the disclosed example gas turbine engine.

[0040] FIG. **12** is a schematic view an example turbine rotor perpendicular to the axis or rotation.

DETAILED DESCRIPTION

[0041] FIG. **1** schematically illustrates an example gas turbine engine **20** that includes a fan section **22**, a compressor section **24**, a combustor section **26** and a turbine section **28**. Alternative engines might include an augmenter section (not shown) among other systems or features. The fan section **22** drives air along a bypass flow path B while the compressor section **24** draws air in along a core flow path C where air is compressed and communicated to a combustor section **26**. In the combustor section **26**, air is mixed with fuel and ignited to generate a high pressure exhaust gas stream that expands through the turbine section **28** where energy is extracted and utilized to drive the fan section **22** and the compressor section **24**.

[0042] Although the disclosed non-limiting embodiment depicts a turbofan gas turbine engine, it should be understood that the concepts described herein are not limited to use with turbofans as the teachings may be applied to other types of turbine engines; for example a turbine engine including a three-spool architecture in which three spools concentrically rotate about a common axis such that a low spool enables a low pressure turbine to drive a fan via a gearbox, an intermediate spool enables an intermediate pressure turbine to drive a first compressor of the compressor section, and a high spool enables a high pressure turbine to drive a high pressure compressor of the compressor section.

[0043] The example engine **20** generally includes a low speed spool **30** and a high speed spool **32** mounted for rotation about an engine central longitudinal axis A relative to an engine static structure **36** via several bearing systems **38**. It should be understood that various bearing systems **38** at various locations may alternatively or additionally be provided.

[0044] The low speed spool **30** generally includes an inner shaft **40** that connects a fan **42** and a low pressure (or first) compressor section **44** to a low pressure (or first) turbine section **46**. The inner shaft **40** drives the fan **42** through a speed change device, such as a geared architecture **48**, to drive the fan **42** at a lower speed than the low speed spool **30**. The high-speed spool **32** includes an outer shaft **50** that interconnects a high pressure (or second) compressor section **52** and a high pressure (or second) turbine section **54**. The inner shaft **40** and the outer shaft **50** are concentric and rotate via the bearing systems **38** about the engine central longitudinal axis A.

[0045] A combustor **56** is arranged between the high pressure compressor **52** and the high pressure turbine **54**. In one example, the high pressure turbine **54** includes at least two stages to provide a double stage high pressure turbine **54**. In another example, the high pressure turbine **54** includes only a single stage. As used herein, a “high pressure” compressor or turbine experiences a higher pressure than a corresponding “low pressure” compressor or turbine.

[0046] The example low pressure turbine **46** has a pressure ratio that is greater than about 5. The pressure ratio of the example low pressure turbine **46** is measured prior to an inlet of the low pressure turbine **46** as related to the pressure measured at the outlet of the low pressure turbine **46** prior to an exhaust nozzle.

[0047] A mid-turbine frame **58** of the engine static structure **36** is arranged generally between the high pressure turbine **54** and the low pressure turbine **46**. The mid-turbine frame **58** further supports bearing systems **38** in the turbine section **28** as well as setting airflow entering the low pressure turbine **46**.

[0048] The core airflow C is compressed by the low pressure compressor **44** then by the high pressure compressor **52** mixed with fuel and ignited in the combustor **56** to produce high speed exhaust gases that are then expanded through the high pressure turbine **54** and low pressure turbine **46**. The mid-turbine frame **58** includes vanes **60**, which are in the core airflow path and function as an inlet guide vane for the low